ROLL 5 OF 8
TX STADIUM PROFILES - SH 114
EB FRONTAGE RD, WB FRONTAGE RD, NB12WB114 CONN., EB MAINLANE, & WB MAINLANE

TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT

WILLIAM L. HALE, P.E., DISTRICT ENGINEER

PRELIMINARY LOOP 12 EA REEVALUATION DESIGN SCHEMATIC

SH 183
DALLAS COUNTY

LOOP 12 CSJ NO. 0581-02-077
SPUR 482 CSJ NO. 0094-03-060
SH 183 CSJ NO. 0094-07-015
PROJECT LENGTH = 1.67 MI.
(SH 114 AT SH 183)

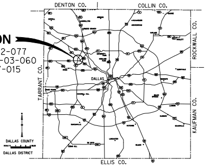
DESIGN SPEED

MAINLANES - 70 MPH - BASED ON URBAN INTERSTATE FREEWAY
RAMPS - 50 MPH - BASED ON MID RANGE; 35 MPH IF NOTED(BASED ON LOW RANGE)
DIRECT CONNECTORS - 50MPH; 35 MPH IF NOTED (BASED ON LOW RANGE)
FRONTAGE ROADS - 45 MPH - BASED ON DESIRABLE COLLECTOR
CROSS STREETS - 45 MPH - BASED ON DESIRABLE COLLECTOR
MANAGED LANES - HOV - 70 MPH (MAINLANES), 50 MPH (RAMP CONNECTORS)

AVERAGE DAILY TRAFFIC	2000 (2025)
SPUR 408 TO SINGLETON BLVD.	144,000 (210,600)
SINGLETON BLVD. TO IH 35E	159,600 (237,500)

HIGHWAY CLASSIFICATION
URBAN FREEWAY

PROJECT LOCATION
LOOP 12 CSJ NO. 0581-02-077
SPUR 482 CSJ NO. 0094-03-060
SH 183 CSJ NO. 0094-07-015


DENTON CO.
COLLIN CO.
ROCKWALL CO.
TARRANT CO.
DALLAS
KAUFMAN CO.
ELLIS CO.
DALLAS COUNTY
DALLAS DISTRICT

LOOP 12 EA REEVALUATION SCHEMATIC REVISIONS
PREPARED BY HALFF ASSOCIATES, INC.

DRAFT SUBMITTAL

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

DATE APPROVED

HALFF ASSOCIATES, INC.
ENGINEERS SURVEYORS · SCIENTISTS
PRELIMINARY - FOR INTERIM REVIEW ONLY

These documents are for Interim Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of:

Type or Print Name	PE#	Date
Matthew G. Craig	69910	05-31-06
Chad R. Gardiner	93793	05-31-06

DATE SUBMITTED

MAY 31, 2006

DATE REVISED

50 0 100 200 300
HORIZONTAL
5 0 10 20 30
VERTICAL
SCALE IN FEET

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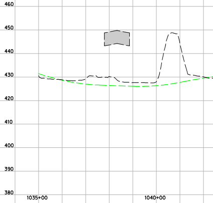
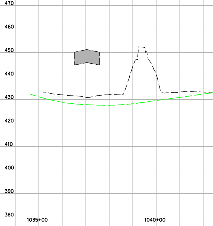
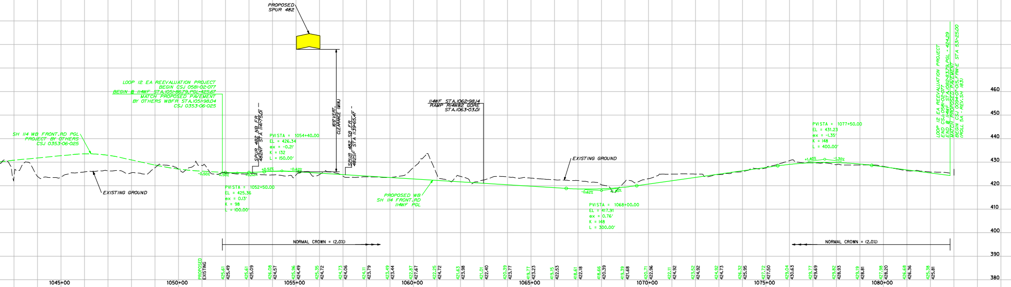
ROLL 5 OF 8

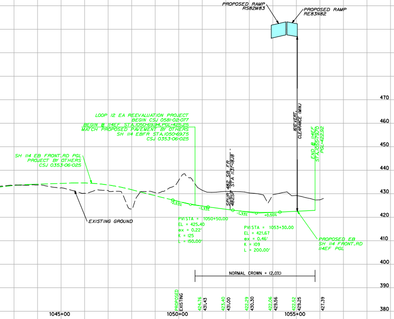
$DGN$SPEC$SYTIME$



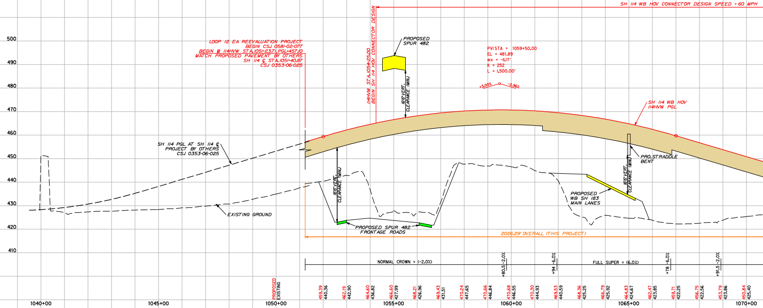



PROPOSED SPUR 482
LOOP 12 EA REEVALUATION PROJECT
BEGIN CSJ 0581-02-077
BEGIN @ 114WF STA.1051+86.79,PGL=425.67
MATCH PROPOSED PAVEMENT
BY OTHERS WBFR STA.1051+98.04
CSJ 0353-06-025
SH 114 WB FRONT.RD PGL
PROJECT BY OTHERS
CSJ 0353-06-025
SPUR 482 NB FR
482NF STA 1141+75.01
PVISTA = 1054+40.00
EL = 426.34
ex = -0.21'
K = 132
L = 150.00'
16'6" VERT. CLEARANCE (MIN.)
SPUR 482 SB FR
482SF STA 1139+65.47
114WF STA.1062+98.14
RAMP R14W82 GORE
STA.1063+03.01
EXISTING GROUND
-0.50%
-0.50%
+0.52%
+0.52%
-0.62%
PVISTA = 1052+50.00
EL = 425.36
ex = 0.13'
K = 98
L = 100.00'
PROPOSED WB
SH 114 FRONT.RD
114WF PGL
EXISTING GROUND
-0.62%
+1.40%
PVISTA = 1068+00.00
EL = 417.91
ex = 0.76'
K = 148
L = 300.00'
PVISTA = 1077+50.00
EL = 431.23
ex = -1.35'
K = 148
L = 400.00'
+1.40%
-1.30%
LOOP 12 EA REEVALUATION PROJECT
END CSJ:0581-02-077
END @ 114WF STA.1082+83.79,PGL = 424.29
MATCH PROPOSED PAVEMENT
BEGIN CSJ 0094-07-015,FRW-E STA 531+25.00
(ROLL 5A - REV.SH 183)
460
450
440
430
420
410
400
390
380
NORMAL CROWN = (2.0%)
NORMAL CROWN = (2.0%)
PROPOSED
EXISTING
425.61 425.49
425.61 425.09
426.08 424.57
425.96 424.49
425.35 424.72
424.73 424.06
424.11 423.79
423.49 423.44
422.87 427.67
422.25 424.72
421.63 423.98
421.01 422.40
420.39 423.77
419.77 423.23
419.15 422.53
418.61 422.18
418.66 420.39
419.39 421.68
420.71 422.96
422.11 424.92
423.52 424.92
424.92 424.73
426.32 425.95
427.72 427.50
429.04 430.63
429.77 429.69
429.82 428.93
429.19 428.81
427.98 428.20
426.68 426.36
425.38 425.81
1045+00
1050+00
1055+00
1060+00
1065+00
1070+00
1075+00
1080+00

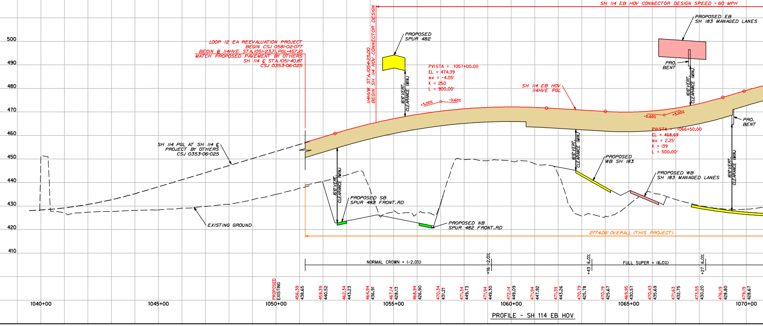
PROFILE - SH 114 WB FRONTAGE RD


PROPOSED RAMP RS82W83
PROPOSED RAMP RE83N82
LOOP 12 EA REEVALUATION PROJECT
BEGIN CSJ 0581-02-077
BEGIN @ 114EF STA.1050+69.94,PGL=425.25
MATCH PROPOSED PAVEMENT BY OTHERS
SH 114 EBFR STA.1050+69.75
CSJ 0353-06-025
SH 114 EB FRONT.RD PGL
PROJECT BY OTHERS
CSJ 0353-06-025
16'6" VERT. CLEARANCE (MIN.)
END @ 114EF
STA.1055+79.70
PGL=422.92
SPUR 482 SB FR
482SF STA 1137+18.18
EXISTING GROUND
-2.53%
-1.33%
-1.33%
+0.50%
PVISTA = 1050+50.00
EL = 425.40
ex = 0.22'
K = 125
L = 150.00'
PVISTA = 1053+30.00
EL = 421.67
ex = 0.46'
K = 109
L = 200.00'
PROPOSED EB
SH 114 FRONT.RD
114EF PGL
470
460
450
440
430
420
410
400
390
380
NORMAL CROWN = (2.0%)
PROPOSED
EXISTING
424.76 431.43
423.40 431.00
422.29 430.30
422.06 429.56
422.52 429.25
427.39
1045+00
1050+00
1055+00

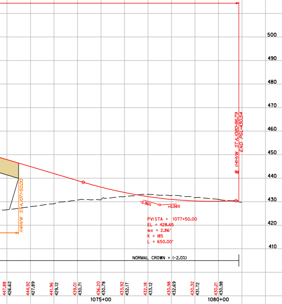
PROFILE - SH 114 EB FRONTAGE RD


SH 114 WB HOV CONNECTOR DESIGN SPEED = 60 MPH
114HVW STA.1054+25.00
BEGIN SH 114 HOV CONNECTOR DESIGN
LOOP 12 EA REEVALUATION PROJECT
BEGIN CSJ 0581-02-077
BEGIN Ⓑ 114HVW STA.1051+23.71, PGL=457.10
MATCH PROPOSED PAVEMENT BY OTHERS
SH 114 ℄ STA.1051+40.87
CSJ 0353-06-025
PROPOSED
SPUR 482
PVI STA = 1059+50.00
EL = 481.89
ex = -11.17'
K = 252
L = 1,500.00'
+3.00%
-2.96%
16'6" VERT. CLEARANCE (MIN)
SH 114 WB HOV
114HVW PGL
SH 114 PGL AT SH 114 ℄
PROJECT BY OTHERS
CSJ 0353-06-025
PRO. STRADDLE
BENT
PROPOSED
WB SH 183
MAIN LANES
EXISTING GROUND
PROPOSED SPUR 482
FRONTAGE ROADS
2026.29' OVERALL (THIS PROJECT)
500
490
480
470
460
450
440
430
420
410
NORMAL CROWN = (-2.0%)
+80.5 -2.0%
+94 -6.0%
FULL SUPER = (6.0%)
+78 -6.0%
+91.5 -2.0%
PROPOSED
EXISTING
459.39 440.36
462.19 442.90
464.60 436.82
466.60 427.99
468.21 426.96
469.43 431.51
470.24 447.65
470.66 446.84
470.68 446.55
470.30 444.93
469.53 440.59
468.36 425.25
466.79 425.92
464.83 424.67
462.47 423.85
459.71 422.25
456.75 422.56
453.79 423.86
450.84 425.40
1040+00
1045+00
1050+00
1055+00
1060+00
1065+00
1070+00

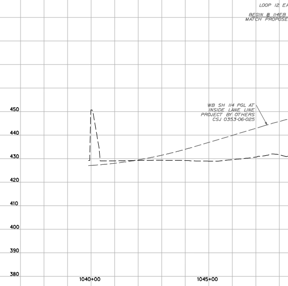
PROFILE - SH 114 WB HOV


SH 114 EB HOV CONNECTOR DESIGN SPEED = 60 MPH
114HVW STA.1054+25.00
BEGIN SH 114 HOV CONNECTOR DESIGN
LOOP 12 EA REEVALUATION PROJECT
BEGIN CSJ 0581-02-077
BEGIN Ⓑ 114HVE STA.1051+23.71, PGL=457.10
MATCH PROPOSED PAVEMENT BY OTHERS
SH 114 ℄ STA.1051+40.87
CSJ 0353-06-025
PROPOSED
SPUR 482
PVI STA = 1057+00.00
EL = 474.39
ex = -4.05'
K = 250
L = 900.00'
+3.00%
-0.60%
SH 114 EB HOV
114HVE PGL
PROPOSED EB
SH 183 MANAGED LANES
PRO.
BENT
16'6" VERT. CLEARANCE (MIN)
-0.60%
+3.00%
PVI STA = 1066+50.00
EL = 468.69
ex = 2.25'
K = 139
L = 500.00'
PRO.
BENT
SH 114 PGL AT SH 114 ℄
PROJECT BY OTHERS
CSJ 0353-06-025
PROPOSED
WB SH 183
PROPOSED WB
SH 183 MANAGED LANES
PROPOSED SB
SPUR 482 FRONT.RD
PROPOSED NB
SPUR 482 FRONT.RD
EXISTING GROUND
2774.06' OVERALL (THIS PROJECT)
500
490
480
470
460
450
440
430
420
410
NORMAL CROWN = (-2.0%)
+16 -2.0%
+43 6.0%
FULL SUPER = (6.0%)
+27 6.0%
PROPOSED
EXISTING
456.39 438.65
459.39 440.52
462.34 443.23
464.94 436.91
467.14 428.13
468.94 426.90
470.34 431.21
471.34 449.73
471.94 449.30
472.14 449.09
471.94 447.92
471.39 443.26
470.79 425.78
470.19 425.67
469.95 430.57
470.43 435.69
471.63 432.75
473.55 430.20
476.19 428.80
479.19 428.67
1040+00
1045+00
1050+00
1055+00
1060+00
1065+00
1070+00

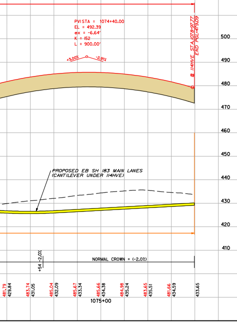
PROFILE - SH 114 EB HOV



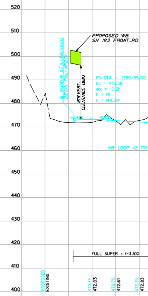
℄ 114HVW STA.1080+86.79
END PGL=430.54
114HVW STA.1071+50.00
-2.96%
+0.56%
PVI STA = 1077+50.00
EL = 428.65
ex = 2.86'
K = 185
L = 650.00'
NORMAL CROWN = (-2.0%)
447.88
426.62
444.92
427.89
441.96
429.12
439.01
430.71
436.20
430.78
433.92
432.17
432.18
433.12
430.98
432.69
430.32
431.72
430.21
430.98
1075+00
1080+00
500
490
480
470
460
450
440
430
420
410



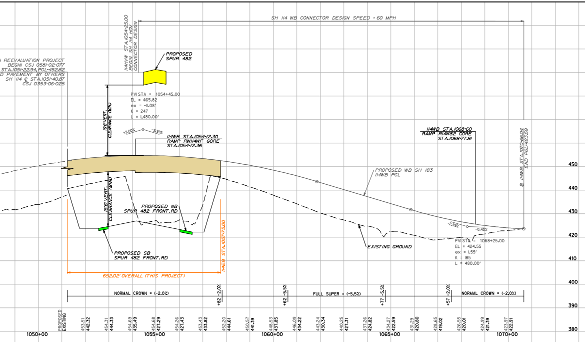
LOOP 12 EA
BEGIN ℄ 114EB
MATCH PROPOSE
WB SH 114 PGL AT
INSIDE LANE LINE
PROJECT BY OTHERS
CSJ 0353-06-025
450
440
430
420
410
400
390
380
1040+00
1045+00



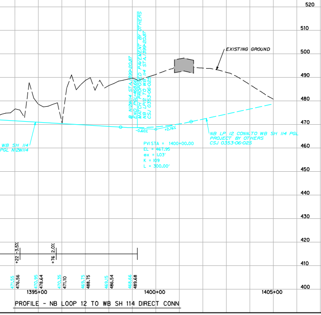
PVI STA = 1074+40.00
EL = 492.39
ex = -6.64'
K = 152
L = 900.00'
+3.00%
-2.91%
℄ 114HVE STA.1078+97.77
END PGL=479.09
PROPOSED EB SH 183 MAIN LANES
(CANTILEVER UNDER 114HVE)
+54 -2.0%
NORMAL CROWN = (-2.0%)
481.79
429.84
483.74
431.05
485.04
432.09
485.67
433.34
485.66
434.38
484.98
435.24
483.65
435.51
481.66
434.59
433.65
1075+00
500
490
480
470
460
450
440
430
420
410



PROPOSED WB
SH 183 FRONT.RD
℄ N12WJ14 STA.1390+19.00
BEGIN PGL= 472.91
16'6" VERT.
CLEARANCE (MIN)
PVI STA = 1390+95.00
EL = 473.38
ex = -0.21'
K = 115
L = 140.00'
+0.62%
-0.60%
NB LOOP 12 TO
FULL SUPER = (-3.5%)
PROPOSED
EXISTING
473.17
472.03
472.75
472.61
472.15
472.83
520
510
500
490
480
470
460
450
440
430
420
410
400


SH 114 WB CONNECTOR DESIGN SPEED = 60 MPH
114HVW STA.1054+25.00
BEGIN SH 114 HOV
CONNECTOR DESIGN
PROPOSED
SPUR 482
REEVALUATION PROJECT
BEGIN CSJ 0581-02-077
STA.1051+22.94, PGL=452.62
PAVEMENT BY OTHERS
SH 114 ℄ STA.1051+40.87
CSJ 0353-06-025
PVI STA = 1054+45.00
EL = 465.82
ex = -11.08'
K = 247
L = 1,480.00'
16'6" VERT. CLEARANCE (MIN)
+3.00%
-2.99%
114WB STA.1054+12.30
RAMP RW114WF GORE
STA.1054+12.36
114WB STA.1068+60
RAMP R114WB2 GORE
STA.1068+77.91
PROPOSED WB SH 183
114WB PGL
B 114WB STA.1070+66.04
END PGL=423.59
PROPOSED NB
SPUR 482 FRONT.RD
PROPOSED SB
SPUR 482 FRONT.RD
114EB STA.1057+75.00
652.02' OVERALL (THIS PROJECT)
EXISTING GROUND
-2.99%
-0.40%
PVI STA = 1068+25.00
EL = 424.55
ex = 1.55'
K = 185
L = 480.00'
NORMAL CROWN = (-2.0%)
FULL SUPER = (-5.5%)
NORMAL CROWN = (-2.0%)
+82 -2.0%
+62 -5.5%
+77 -5.5%
+57 -2.0%
PROPOSED
EXISTING
1050+00
1055+00
1060+00
1065+00
1070+00
450
440
430
420
410
400
390
380

PROFILE - SH 114 WB MAINLANE


EXISTING GROUND
B N12W114 STA.1399+20.87
END PGL=468.66
MATCH PROPOSED PAVEMENT BY OTHERS
NB LP12 TO WB 114 STA.1399+20.87
CSJ 0353-06-025
-0.60%
+2.16%
PVI STA = 1400+00.00
EL = 467.95
ex = 1.03'
K = 109
L = 300.00'
NB LP 12 CONN.TO WB SH 114 PGL
PROJECT BY OTHERS
CSJ 0353-06-025
WB SH 114
PGL N12W114
+22 -3.5%
+76 2.0%
1395+00
1400+00
1405+00
520
510
500
490
480
470
460
450
440
430
420
410
400

PROFILE - NB LOOP 12 TO WB SH 114 DIRECT CONN

TEXAS DEPARTMENT OF TRANSPORTATION

DALLAS DISTRICT

WILLIAM L. HALE, P.E., DISTRICT ENGINEER
PRELIMINARY LOOP 12 EA REEVALUATION DESIGN SCHEMATIC

SH 183
DALLAS COUNTY

LOOP 12 CSJ NO. 0581-02-077
SPUR 482 CSJ NO. 0094-03-060
SH 183 CSJ NO. 0094-07-015
PROJECT LENGTH = 1.67 MI.
(SH 114 AT SH 183)

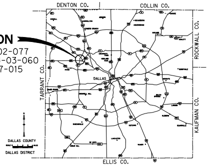
DESIGN SPEED

MAINLANES - 70 MPH - BASED ON URBAN INTERSTATE FREEWAY
RAMPS - 50 MPH - BASED ON MID RANGE; 35 MPH IF NOTED(BASED ON LOW RANGE)
DIRECT CONNECTORS - 50MPH; 35 MPH IF NOTED (BASED ON LOW RANGE)
FRONTAGE ROADS - 45 MPH - BASED ON DESIRABLE COLLECTOR
CROSS STREETS - 45 MPH - BASED ON DESIRABLE COLLECTOR
MANAGED LANES - HOV - 70 MPH (MAINLANES), 50 MPH (RAMP CONNECTORS)

AVERAGE DAILY TRAFFIC	2000 (2025)
SPUR 408 TO SINGLETON BLVD.	144,000 (210,600)
SINGLETON BLVD. TO IH 35E	159,600 (237,500)

HIGHWAY CLASSIFICATION
URBAN FREEWAY

PROJECT LOCATION
LOOP 12 CSJ NO. 0581-02-077
SPUR 482 CSJ NO. 0094-03-060
SH 183 CSJ NO. 0094-07-015


DENTON CO.
COLLIN CO.
ROCKWALL CO.
TARRANT CO.
KAUFMAN CO.
ELLIS CO.
DALLAS
DALLAS COUNTY
DALLAS DISTRICT

LOOP 12 EA REEVALUATION SCHEMATIC REVISIONS
PREPARED BY HALFF ASSOCIATES, INC.

DRAFT SUBMITTAL
NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

DATE APPROVED

HALFF ASSOCIATES, INC.
ENGINEERS · SURVEYORS · SCIENTISTS
PRELIMINARY - FOR INTERIM REVIEW ONLY

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Type or Print Name	PE#	Date
Matthew G. Craig	69910	05-31-06
Chad R. Gardiner	93793	05-31-06

DATE SUBMITTED
MAY 31, 2006

DATE REVISED

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50 0 100 200 300
HORIZONTAL
5 0 10 20 30
VERTICAL
SCALE IN FEET

ROLL 5 OF 8

ROLL 5 OF 8
TX STADIUM PROFILES - SH 114
EB FRONTAGE RD, WB FRONTAGE RD, NB12WB114 CONN., EB MAINLANE, & WB MAINLANE